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TRANSIT PLAN STIRS CENTRAL PARK WEST

Increased Traffic Feared in
Proposal to Remove Colum-
bus Avenue Tracks.

Many protests have followed the proposal of the Transit Commission to accept the recommendation made by Daniel L. Turner, consulting engineer, for the removal of surface car tracks from Columbus avenue, which, opponents of the plan argue, would mean increased street car traffic on Central Park West. A committee, headed by H. A. Rosenbaum, Copeland Townsend and Henry Wilkinson, has called for expressions of opinion from property owners concerning Mr. Turner's plan, and opposition to it has been practically unanimous, the committee announced yesterday, at the same time expressing the opinion that its adoption seemed "probable."

"Of all the fool things ever tried upon

the long suffering citizens of this municipality this comes pretty near being the biggest," said Samuel K. Jacobs of 12 West Eighty-third street. "Central Park West is now a speedway for every reckless chauffeur and particularly for the taxi platers. This scandalous condition endangers life and limb. Now comes the idiotic suggestion that insult be added to injury by removing the Columbus avenue tracks and driving the people over on the more dangerous Central Park West thoroughfare. Any one who will give the matter a little study will recognize at a glance that the Columbus avenue track service should be increased to its maximum and the Central Park West tracks be entirely removed from Fifty-ninth to 110th street for the rather important reason that by doing this Central Park West will become a little less dangerous to the lowly pedestrian."

"It would be disastrous to the public of this district to remove the tracks from Columbus avenue and send the traffic over to Central Park West," said Mrs. Lambert Huntington of 67 West Ninety-seventh street. "Better service in Columbus avenue will do much to solve our difficulties."

Dr. Abraham Jablons said: "From

the standpoint of a physician I can firmly state that there are many persons to whom the Columbus avenue surface cars are a necessity. It would be a great blunder if those tracks were removed."

"It seems to me," said Dr. J. Ralph Jacobs, "that the advocates of the removal of tracks from Columbus avenue can be animated only by political considerations or, perhaps, by motives of personal gain. The interests of the property owners, taxpayers, public at large and the city are certainly ignored by them."

Mrs. George W. Van Allen of 62 West Ninety-first street said: "I am strongly opposed to the elimination of the street car lines from Columbus avenue. The present administration seems to be obsessed with bus systems."

"It is manifestly unfair to merchants who have located and maintained their places of business in certain thoroughfares to have the street car service arbitrarily changed as to termini or diversion to another line," said A. M. Bedell. "Columbus avenue interests must be protected. The street car lines should be taken out of Central Park West, which avenue is admirably adapted for residential purposes."

PLANS TO FIGHT BIG GAIN BY DIPHTHERIA

State Health Department Will
Outline Schick Test for
Prevention.

Diphtheria has increased in the last ten years from 50 to 100 per cent. in every State in the Union, according to Dr. Abraham Zingher of the New York University Medical College. The situation has become so serious in this State that a campaign to combat the spread of the disease has been planned by the New York State Department of Health. Auburn, Schenectady and Syracuse have been selected as centers in which special demonstrations will be made of the ef-

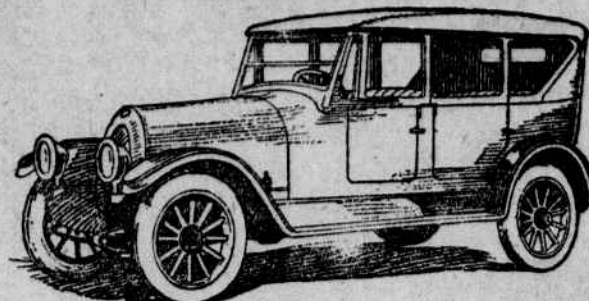
fect of what is known as the Schick test in preventing diphtheria and Dr. Zingher has been asked to tour the State to deliver a series of talks in explanation of this preventive method.

According to Dr. Zingher, who is as-

stant professor of hygiene at New York University Medical College, the Schick test is the most reliable clinical test that medical men have if it is carried out accurately and with the proper solution.

It consists of a series of injections of diphtheria toxin and anti-toxin. Four

days after the first injection a red spot can be noticed over the spot of the injection if the person is susceptible to the disease. If this spot appears three injections of the combination of toxin and anti-toxin are given at intervals of ten days or two weeks.



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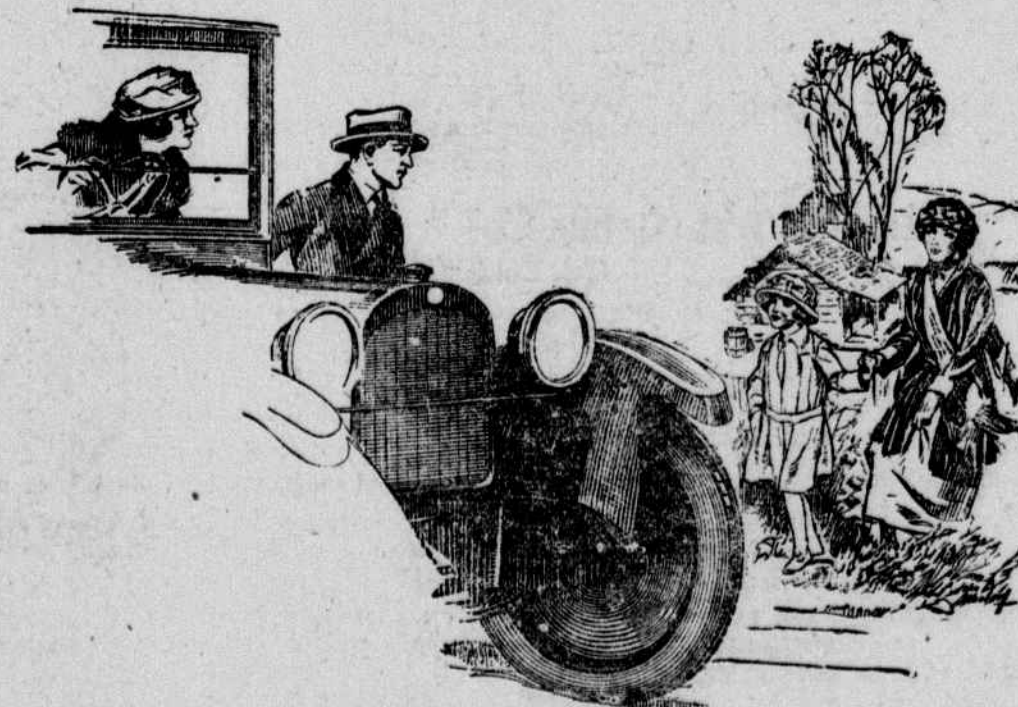
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